

Entrance \$10 each. One-mile.

Position (within distance post.)

1 *Exeter*.

2 *Pons Asinorum*.

3 *Millionaire*.

24.3 sec.

ly by *Exeter* who came in some s ahead of the second horse, in an appearance and amused a gallop round the course, but to speak of in the way of speed twenty lengths behind *Exeter* *Wiam*.

—The *Valley Stakes*, for all s ahead of the second horse. For all Horses, English Horses Weights: Arabs, 9st. 7lbs.; 10st. 3lbs.; Colonials, 10st. three Horses from opposing stables no race. No allowance for Mares Entrance \$10. From the twice round and in.

Position (within distance post.)

1 *Rob Roy*.

2 *Cromwell*.

3 *Cœur de Lion*.

on. and.

n. 20 sec.

won by *Rob Roy* who took the early period, closely contested by the others being some lengths

—The *Foolish Cup*, value 100 presented by the Fochow Com- or all Horses, English Horses Weights: Arabs, 9st. 7lbs.; 10st. 3lbs.; Colonials, 10st. three Horses from opposing stables no race. No allowance for Mares Entrance \$10. From the twice round and in.

Position (within distance post.)

1 *Pathfinder*.

2 *Traveler*.

3 *Early Part*.

n. 20.3 sec.

led off till approaching the when *Pathfinder* overhauled him easily.

—The *Hack Stakes*, value \$100. 55. Catch weight. One mile.

Position (within distance post.)

1 *Nugget*.

2 *Mainstay*.

3 *Yedek*.

took the lead and was held in a race, winning easily by about hs.

—The *Shanghai Cup*, value 100 presented by the Shanghai Com- or all Horses. To be handicapped towards after the Fochow Cup. \$10. Two miles.

Position (within distance post.)

1 *Sir William*.

2 *Pathfinder*.

3 *Warrior*.

m. 53 sec.

am won easily, *Pathfinder* mak- good second being well ridden. doubled up at the Black Rock and nced.

active *Scramble*, first Pony \$25, 10, third \$5; to be ridden by n. Catch weight. Once round.

active *Scramble* afforded as much as usual, but owing to there fair start it is not easy to say who winner.

regard to the races generally the throughout was very good, but Mr Cox of Shanghai was in our the best. The running of *Rob Roy* stable to the Amoy stables, and we have to say that *Metcor* did not to the expectations of his backers.

THIRD DAY.

<i>London Purse</i>	<i>Traces Cup</i>	<i>Valley Stakes</i>	<i>Foolish Cup</i>	<i>Hack Stakes</i>	<i>Shanghai Cup</i>	<i>China Goods</i>
1	1	3	1	1	1	1
2	2	1	2	2	2	2
3	3	2	3	3	3	3
4	4	3	4	4	4	4
5	5	4	5	5	5	5
6	6	5	6	6	6	6
7	7	6	7	7	7	7
8	8	7	8	8	8	8
9	9	8	9	9	9	9
10	10	9	10	10	10	10
11	11	10	11	11	11	11
12	12	11	12	12	12	12
13	13	12	13	13	13	13
14	14	13	14	14	14	14
15	15	14	15	15	15	15
16	16	15	16	16	16	16
17	17	16	17	17	17	17
18	18	17	18	18	18	18
19	19	18	19	19	19	19
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29	29	28	29	29	29	29
30	30	29	30	30	30	30
31	31	30	31	31	31	31
32	32	31	32	32	32	32
33	33	32	33	33	33	33
34	34	33	34	34	34	34
35	35	34	35	35	35	35
36	36	35	36	36	36	36
37	37	36	37	37	37	37
38	38	37	38	38	38	38
39	39	38	39	39	39	39
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67	67	66	67	67	67	67
68	68	67	68	68	68	68
69	69	68	69	69	69	69
70	70	69	70	70	70	70
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78	78	77	78	78	78	78
79	79	78	79	79	79	79
80	80	79	80	80	80	80
81	81	80	81	81	81	81
82	82	81	82	82	82	82
83	83	82	83	83	83	83
84	84	83	84	84	84	84
85	85	84	85	85	85	85
86	86	85	86	86	86	86
87	87	86	87	87	87	87
88	88	87	88	88	88	88
89	89	88	89	89	89	89
90	90	89	90	90	90	90
91	91	90	91	91	91	91
92	92	91	92	92	92	92
93	93	92	93	93	93	93
94	94	93	94	94	94	94
95	95	94	95	95	95	95
96	96	95	96	96	96	96
97	97	96	97	97	97	97
98	98	97	98	98	98	98
99	99	98	99	99	99	99
100	100	99	100	100	100	100

CAPTURE OF PIRATE JUNKS, &c.
BY H. M. S. OPOSSUM.
(From the Daily Press.)

The recent cruise of the *Opossum* has been attended with very brilliant results. Lieut. St. John, her commander, has in one week, captured sixteen junks, five prisoners, fifty-three guns, has burnt a junk, and liberated twenty Chinese captives, and a weekly list of the prizes of the *Opossum* was reported to the arrival of the *Opossum* at Macao with the information that she had destroyed fifteen junks. Since then we have learned some particulars of her adventures.

On Saturday the 10th Lieut. St. John applied for leave, and received permission from the Admiral to go out for a cruise. He did not at that time know of any projected operations on the part of the pirates and intended simply to look round and see what was going on. He was accompanied by three gunboats, and a small party of men, and on the 11th, having learned from a number of pirates junks lying at a place called Pak-shui, on the west coast, a little beyond Macao, in that direction therefore he steamed, and yesterday week flushed the birds he was in search of. At the head of a small creek stood the village of Pak-shui, and a battery of three guns, manned by 35 crew-gun throwing a 24lb. shot, and anchored off it, lay the pirate junks, fifteen in number. They were all armed, some of them heavily. In all they carried forty-three guns, most of them 18-pounders. They were manned by 200 men, and were in the best of order. As soon as the *Opossum* was sighted, the pirates fired a salute, and then, as the *Opossum* was within range, they opened a flank fire on the *Opossum*, and in a very short time, its defenders cleared out. This was the signal for the men in the junks to do the same. The whole two hundred scrambled on shore, and made off into the interior, leaving the vessels a prey to the gunboats.

Lieut. St. John landed with a small party of men from the gunboat, and while he was on shore, as we understand, the explosion took place on board one of the junks by which the warrant officer of the *Opossum* was wounded. He was engaged standing on the deck when a jar of powder standing on the deck exploded, and there was an explosion of the ordinary nature of the kind. That is, the material was thrown about, and the gunner was burnt by flame of the powder, and by a succession of smaller explosions which followed. A boy who was with him jumped overboard and escaped with but few injuries, but the gunner could not swim and was run to the bottom. A marine was wounded in another explosion while setting fire to a junk which had been hauled up on shore. After the work had been performed, when the pirates were all out of the way and the *Opossum* was busily engaged destroying their craft, a fleet of forty Mandarin junk came round the point. It seemed as if they were on their way to attack the *Opossum*, but they were coming down this time in force. The one English gunboat however had accomplished the task out of hand, and there was nothing left for the Chinese but to profit by the victory. They landed 1,600 men and burnt the village, and Lieut. St. John banded over to them the greater number of the captured junks and guns after having destroyed the *Opossum*, carrying off twice as many as the *Opossum* had taken, and the others 12 pounds, big enough to have destroyed the *Opossum*'s small ship *Opossum*, on board altogether if she had the proper machinery. This junk was at once recognized as the vessel of which the gunboat, on information received, was in search. When she was captured, her owner was prepared with all the documents necessary to prove him a most respectable trader, only carrying guns for his own protection, but it happened that Lieut. St. John had on board the Chinaman, who really owned the vessel. She had it seems been entrusted to the man now found in possession of her, who had never afterwards accounted for her to his owner, but had turned pirate instead. When confronted with the Chinese merchants on board the *Opossum*, he saw that his game had been "played out," and resigned himself to his fate with Asiatic fortitude. He made no further attempt to defend himself either by arguments or physical force, and together with forty companions was conducted by the *Opossum*, to Quang-hai and given over to the Mandarins. By them he was recognised as a man of great influence on the west coast. He and his crew will be sent on to Canton, and there is no reason to doubt the fate that awaits them. The captives we spoke of above were released at Pak-shui before the village was burnt.

Such exploits as these, must have a tendency to diminish the prosperity of the piratical professions, though of course we must not expect that even many such will put an end to attempts on vessels leaving this harbor. While the pirate has so much in his favor, he is tempted to suppose that even if the trade be made more hazardous than it is now, it would be abandoned. Piratical junks may come and go in this harbor as they please, and no questions are asked them. While every harmless British or other European vessel is bound under heavy penalties, to equip herself at the harbor master's office within a short period after her arrival, native crafts are exempt from the necessity and are free of the port as they are owned. There is nothing to prevent Chinese from establishing a piratical firm with chief offices in the Queen's Road, and the vessels of parties lying off the quay, ready to set sail whenever the opportunity of a weekly armament merchant ship might make it worth their while to put to sea. Whether there are any such firms in existence we do not know, but we are assured on good authority, that it is a common thing for the pirate junks to lie in this harbor, waiting for the departure of some vessel they had previously "spoiled." We are waiting for the capture of our steamer in ending them up and down the coast, after the buccaniers, if our own harbor regulations permit pirate junks to anchor almost within hail of the admiral's flagship.

There are certain remarks in the following letter which we ourselves are unable to understand. We give it as received, but do not identify ourselves with the news thus for the first time given to the residents in China.

London, January 10th, 1866.

Mr. Horatio Nelson Lay when he took up the *Times* of yesterday and read the telegram announcing that the Inspector General of Customs at Shanghai had been dismissed by the Chinese without cause assigned. This announcement must have come upon a reader of the paper like an unexpected thunder, and a clear sky, some of them, like the thunder, and others being extremely disgusted with it. In the absence of all further intelligence on the subject such a dismissal appears quite inexplicable. It can hardly be that the Chinese authorities are such idiots as to wish to break up the Maritime Customs Service entirely; for, without it, they could not secure a third of the revenue which they get at present from Foreign Commerce. Moreover, without that service they would be completely harassed by a portion of the Foreign community, and things would go on calculated to reduce some portions of the country to a state of anarchy. It may be they imagine that they can fall back on a lower class of Englishmen than those at present in the Customs, and can leave the collection of duties to be managed by in each province by the provincial authorities according to their old system. This is the supposition which appears most probable in the absence of explanations; but if this

be the case, the Chinese have fallen into a serious and ungrateful error. The collection of customs duties could not be worked provincially, and without the hearty support of Her Majesty's Government and of Her representatives in China. Sir Rutherford Alcock has powers in his hand which would enable him, in such a case, to withdraw the permission for Englishmen to serve the Chinese Government, and in doing so he would be backed up by the Foreign Office. It is likely that the French and American Ministers would follow a similar course; and how could the Chinese levy the dues through native officers, or through the few uneducated and desperate European or American rowdies that might be at their service. The thing is absurd and, surely, it can not be that they have any personal objection to Mr. Hart, who has already done them so much service, and who is understood to be so much liked by Prince Kung and others. If they have dismissed him without very grave and sufficient reasons, it is not likely that any Englishman, American or Frenchman of character in the service would take his place for ten times the money which he has been receiving. On that ground, also, the support of the British Foreign Office might be withdrawn from the Customs service, on which the whole affair would very soon go to smash. In the case of Mr. Lay there were sufficient grounds for his dismissal. With him it was not a matter of honor, or of success in his *coup d'etat*, and, having failed in the latter of course he had to walk. It is not likely that Mr. Hart has followed so perilous an example; and it is to be hoped he will return to his post in even a stronger position than before. Let me quote here a passage in regard to this gentleman from an official letter to Mr. Secretary Seward, dated Peking July 26th, 1864, from Mr. Burlingame, United States Minister to China. "Mr. Hart is from Belfast, in Ireland, and graduated with high honors from one of the first British colleges. He is a man of most excellent character, and unusual administrative abilities. The man selected by him, as far as possible, are of the first class. If he shall continue at the head of the service, I do not see why the Chinese government will not put other nations behind it in the quality of its customs force." And, in commenting on this letter, Mr. Seward, writing from Washington, said: "The friendly spirit towards the United States manifested in the proposition made by the Inspector General of Customs in China merits an effort on our part to justify the confidence reposed in us."

I hear that Her Majesty's Government intend to appoint an officer of the Engineers to go out to China and Japan, in order to report on the accommodation of the various consulates, and to superintend the erection of new buildings where these are required. It is rumored that this appointment will be given to Captain Crossman who has already distinguished himself in connection with the construction of some of the new forts.

The unexpected death of your editor Mr. James Kemp has been a source of pain to all his Anglo-Chinese friends in this country. It seems to me but yesterday when I first saw Kemp in Hongkong, in the latter end of 1860, soon after his arrival in Hongkong. He was then in the prime of life, cheerful, full of strength, of cheerful spirit and of high hopes; no one who had seen us together as we went over the hills on the mainland near Hongkong, and Kemp astonished the Chinese by diving into deep mountain pools and threatening never to come up again, while I sat in my chair, would have imagined that I should be called on to write on obituary notice of him, as I have done in the *Scottsman* of yesterday's date.

DEATH OF MR. JAMES KEMP.—We regret to notice that the Hongkong papers brought by a steamer of the Hongkong and Shanghai S.S. Co., on the 17th of November, of Mr. James Kemp, a native of Edinburgh, and editor and proprietor of the *China Mail*. Mr. Kemp was a paralytic schoolmaster in Scotland for a short period, during which he contributed some peculiar but rarely articles to the *Stirling Journal* and the *Edinburgh Courier*. He went out to Hongkong as a teacher of St. Andrew's School, an institution in that place originated by the late Mr. Sutherland for the education of the children of Europeans and Asiatic Portuguese; but he immediately commenced contributing to the *China Mail*, and finally becoming proprietor of the *Hongkong Evening Mail*, and of the large business connected with these two publications. The complicated and arduous duties thus devolving upon him were discharged with singular ability, which, in one so young, gave high promise for his future; and during his short career, he has rendered important service to the public interests. In many lucid and forcible articles, he gave valuable independent support to the policy which, as followed by Sir Frederick Bruce at Peking, Mr. Hart at Shanghai, and Colonel Gordon in the Tientsin rebellion, the strengthening of the Imperial Government, and the restoration of China to a state of comparative order and peace. It was in great part owing to two articles by Mr. Kemp, afterwards published as a small pamphlet under the title of "A Rock ahead in China," that the Lay and Aborn scheme, which threatened the Chinese Government, and the relationship between England and China into the hands of irresponsible private individuals, objectionable both to the Celestials and to the British community—was defeated; for these articles not only gave expression to the opinion of the British community, but also, as pointed out by Mr. Lay, the most influential Mandarin of the Empire, excited the alarm of the Peking Government. At the same time, Mr. Kemp exposed Chinese defects unflinchingly, and treated local abuses with unflinching humor and good temper. Without reaching too high a level for newspaper matter, everything he wrote was exceedingly readable, being characterized by a freshness and originality which will be better appreciated now that his hand is cold in death. In particular, we may refer to a series of about sixty papers, somewhat after the fashion of the "Notes Ambrosian," entitled "Voices from the Verandah," which, though not little that is trivial, evinced sufficient eloquence and humor to have excited attention had they been published in some great literary centre. Mr. Kemp was a social favorite, and took with him to China a remarkably strong physique; but five years of the climate—equal to 25,000 weary arguments have made the rebel Lay, with General Prim at his head, as some say, and pour the country to the cry of "Expatriate Prim and Liberty." It seems very questionable whether the

journal, and there are also in connection with it an "Anthropological Review" and "The Popular Magazine of Anthropology." Mr. Carter Blake, the Curator of the Museum, is exceedingly anxious to get skulls from China belonging to the different varieties of the human race in that country. So far as I remember there is not a single Celestial cranium in the Society's collection. He is particularly desirous to procure some specimen of the skulls of the Maouta, of the aborigines of Formosa, of the Shaihi Mahomedans of the Chinese Jews of the Manchus and of the Mongols. Perhaps some of your readers may have sufficient interest in science, when opportunities occur, to secure some such specimens, and send them to 4, St. Martin's Place, London. Even a few specimens of ordinary Chinese craniums would be very acceptable, care being taken to note the place of birth, sex and age. Let the collector of science who devotes himself to the difficult and dangerous task of procuring skulls of the Formosan aborigines beware, but instead of adorning the shelves of the Anthropological Society with a few new specimens of the human caput, his own skull is not scooped out and preserved as a drinking cup by the Anthropophagi of Formosa; for these people are said to have a certain fondness for the brains of Europeans as an article of diet, and have a considerable Museum of the skulls of shipwrecked mariners.

A. W.

From our LONDON Correspondent.

LONDON, 10th January, 1866.

In a very short time Parliament will meet and we shall soon know the intention of Ministers and opposition, and in the meantime we may almost take a respite from political considerations; there is no change in the matter of reform that we know of, we told that Earl Russell will perhaps adopt a £10 franchise for counties and £16 for towns, and that few of the radicals will have courage to do with his majority, but all this is little more than guesswork; what is certain is that the ultra-radicals are not tiring against Mr. Bright's moderation, and that the conservatives will not regard that same moderation with any favour.

Another rumour is that a considerable reduction will be made in the army to the extent it is said of 15,000 men, which would in fact be equivalent almost to doing away with all military for home service. Some say that two companies will be taken from each battalion in the whole army, while the more probable assertion is that it is the home battalion only which will be reduced or best drinking.

The best bit of news, and it is real news, is, that Mr. Gladstone's estimated loss of four millions by reductions will not amount to a third of that sum; in other words that the Chancellor of the Exchequer will actually have another surplus of two and a half millions Sterling. Talk of the rest of the income tax being taken off is already about. But Mr. Gladstone's intention to do with his majority for a time at least, if what is said about the Austrian treaty be true; by this treaty the duty on Hungarian wines is, we are told, reduced to a shilling a gallon without reference to strength or form of imports, and this will carry with it the lowering of the duty on French wines to the same rate. If such a side-scheme, as we have heard of, Mr. Gladstone will have a fine battle with the masters, brewers, and distillers, English, Scotch and Irish who will want good slices of his millions. No increased trade will make up the deficiency in that instance and a reforming Chancellor of the exchequer can hardly build his hopes of paying off the national debt out of increased gain, when he is best drinking.

Mr. Denison will be proposed for re-election as speaker by Mr. Monmouth and seconded by Earl Russell, no opposition is expected. The address is to be moved by Lord F. Cavendish M.P., for the West Riding, and seconded by Mr. Graham M.P., for Glasgow.

The Bank has raised its rate to 8 per cent, in consequence of the demand for bank notes, and the fact that the Bank is believed to be in a position to be alarmed at the enormous number of bubble schemes and are determined to check them. (Vain hope!) The worst notions will always be plucked with the greatest readiness, and excessive rates fall heaviest on the most legitimate borrowers. However the Bank is bound by the Bank Act, and the general character of the currency cannot assume the character of monetary philosophy.

The Board of Trade returns for November are even better than those for October, we now note that the trade of the year just concluded was larger than ever known before, in a short time we shall have the December returns when we shall know what the excess of trade in 1864. The East portakes largely in the importance of which Cotton cloths is one of the principal items.

The Fenian trials are at an end, at any rate for present, the last of the leaders has been condemned to five years imprisonment, and the government disdains to push matters further with the smaller fry, the miserable instruments of ignorant mob, who are alarmed at the enormous number of bubble schemes and are determined to check them. (Vain hope!) The worst notions will always be plucked with the greatest readiness, and excessive rates fall heaviest on the most legitimate borrowers. However the Bank is bound by the Bank Act, and the general character of the currency cannot assume the character of monetary philosophy.

The Japanese commissioners have made excellent use of their time in this country; the three weeks they have spent here have been very laboriously and profitably spent, not in theatres or other places of amusement but in down right business places. They went to Woolwich Dockyard, examined the *Prince Alfred* and *Black Eagle* lying there; visited the Army and Navy Clubs; the Admiralty, the Admiralty and the Mint—the last three all in one day; another job as any country cousin will tell you, on a rough day they went over the Blackly Oldman works, the Royal Exchange, the Tower and the London Dock; and then, the visit to the Admiralty, the Admiralty and the Mint—the last three all in one day; another job as any country cousin will tell you, on a rough day they went over the Blackly Oldman works, the Royal Exchange, the Tower and the London Dock; and then, the visit to the Admiralty, the Admiralty and the Mint—the last three all in one day; another job as any country cousin will tell you, on a rough day they went over the Blackly Oldman works, the Royal Exchange, the Tower and the London Dock; and then, the visit to the Admiralty, the Admiralty and the Mint—the last three all in one day; another job as any country cousin will tell you, on a rough day they went over the Blackly Oldman works, the Royal Exchange, the Tower and the London Dock; and then, the visit to the Admiralty, the Admiralty and the Mint—the last three all in one day; another job as any country cousin will tell you, on a rough day they went over the Blackly Oldman works, the Royal Exchange, the Tower and the London Dock; and then, the visit to the Admiralty, the Admiralty and the Mint—the last three all in one day; another job as any country cousin will tell you, on a rough day they went over the Blackly Oldman works, the Royal Exchange, the Tower and the London Dock; and then, the visit to the Admiralty, the Admiralty and the Mint—the last three all in one day; another job as any country cousin will tell you, on a rough day they went over the Blackly Oldman works, the Royal Exchange, the Tower and the London Dock; and then, the visit to the Admiralty, the Admiralty and the Mint—the last three all in one day; another job as any country cousin will tell you, on a rough day they went over the Blackly Oldman works, the Royal Exchange, the Tower and the London Dock; and then, the visit to the Admiralty, the Admiralty and the Mint—the last three all in one day; another job as any country cousin will tell you, on a rough day they went over the Blackly Oldman works, the Royal Exchange, the Tower and the London Dock; and then, the visit to the Admiralty, the Admiralty and the Mint—the last three all in one day; another job as any country cousin will tell you, on a rough day they went over the Blackly Oldman works, the Royal Exchange, the Tower and the London Dock; and then, the visit to the Admiralty, the Admiralty and the Mint—the last three all in one day; another job as any country cousin will tell you, on a rough day they went over the Blackly Oldman works, the Royal Exchange, the Tower and the London Dock; and then, the visit to the Admiralty, the Admiralty and the Mint—the last three all in one day; another job as any country cousin will tell you, on a rough day they went over the Blackly Oldman works, the Royal Exchange, the Tower and the London Dock; and then, the visit to the Admiralty, the Admiralty and the Mint—the last three all in one day; another job as any country cousin will tell you, on a rough day they went over the Blackly Oldman works, the Royal Exchange, the Tower and the London Dock; and then, the visit to the Admiralty, the Admiralty and the Mint—the last three all in one day; another job as any country cousin will tell you, on a rough day they went over the Blackly Oldman works, the Royal Exchange, the Tower and the London Dock; and then, the visit to the Admiralty, the Admiralty and the Mint—the last three all in one day; another job as any country cousin will tell you, on a rough day they went over the Blackly Oldman works, the Royal Exchange, the Tower and the London Dock; and then, the visit to the Admiralty, the Admiralty and

Shipping Intelligence.

ARRIVALS.

Date	VESSEL, AT	FLAG & TONS	CAPTAIN	FROM	DEPARTURE	CARGO	CONSIGNEES OR AGENTS
Feb. 15	H. Kong.	B. bk. 236	Waterson	Sydney	Jan. 13	Coals	Adam Scott and Co.
15	Costa Rica	B. bk. 239	Moullin	San Francisco	Jan. 13	Rice	Wm. Pustau and Co.
15	Neptun	B. bk. 238	Hansen	Swain	Jan. 24	Rice	Johnson and Co.
15	Edie	B. bk. 235	Elliot	Swain	Jan. 24	Rice	Johnson and Co.
15	Edie	B. bk. 235	Elliot	Swain	Jan. 24	Rice	Johnson and Co.
15	Edie	B. bk. 235	Elliot	Swain	Jan. 24	Rice	Johnson and Co.
15	Edie	B. bk. 235	Elliot	Swain	Jan. 24	Rice	Johnson and Co.
15	Edie	B. bk. 235	Elliot	Swain	Jan. 24	Rice	Johnson and Co.
15	Edie	B. bk. 235	Elliot	Swain	Jan. 24	Rice	Johnson and Co.
15	Edie	B. bk. 235	Elliot	Swain	Jan. 24	Rice	Johnson and Co.

DEPARTURES.

Date	VESSEL, FROM	FLAG & TONS	CAPTAIN	DESTINATION	CARGO	DISPATCHED BY
Feb. 15	H. Kong.	B. bk. 236	Waterson	Sydney	Sundries	Landstein and Co.
15	Costa Rica	B. bk. 239	Moullin	San Francisco	Rice	Wm. Pustau and Co.
15	Neptun	B. bk. 238	Hansen	Swain	Rice	Johnson and Co.
15	Edie	B. bk. 235	Elliot	Swain	Rice	Johnson and Co.
15	Edie	B. bk. 235	Elliot	Swain	Rice	Johnson and Co.
15	Edie	B. bk. 235	Elliot	Swain	Rice	Johnson and Co.
15	Edie	B. bk. 235	Elliot	Swain	Rice	Johnson and Co.
15	Edie	B. bk. 235	Elliot	Swain	Rice	Johnson and Co.
15	Edie	B. bk. 235	Elliot	Swain	Rice	Johnson and Co.
15	Edie	B. bk. 235	Elliot	Swain	Rice	Johnson and Co.

Shipping in China Waters.

WHAMPOA.

SHIP'S NAME	CAPTAIN	FLAG & TONS	DATE OF ARRIVAL	CONSIGNEES OR AGENTS	DESTINATION	INTERESTED PARTIES
Carmeline	Gillet	B. bk. 1251	Jan. 20	Stemmen and Co.	Havanna	Coolies
Corvina	Russell	B. bk. 648	Feb. 11	J. Macdonald and Co.	H. A. W. dock	G. dock
Corvina	Russell	B. bk. 648	Feb. 11	J. Macdonald and Co.	H. A. W. dock	G. dock
Corvina	Russell	B. bk. 648	Feb. 11	J. Macdonald and Co.	H. A. W. dock	G. dock
Corvina	Russell	B. bk. 648	Feb. 11	J. Macdonald and Co.	H. A. W. dock	G. dock
Corvina	Russell	B. bk. 648	Feb. 11	J. Macdonald and Co.	H. A. W. dock	G. dock
Corvina	Russell	B. bk. 648	Feb. 11	J. Macdonald and Co.	H. A. W. dock	G. dock
Corvina	Russell	B. bk. 648	Feb. 11	J. Macdonald and Co.	H. A. W. dock	G. dock
Corvina	Russell	B. bk. 648	Feb. 11	J. Macdonald and Co.	H. A. W. dock	G. dock
Corvina	Russell	B. bk. 648	Feb. 11	J. Macdonald and Co.	H. A. W. dock	G. dock

MACAO.

SHIP'S NAME	CAPTAIN	FLAG & TONS	DATE OF ARRIVAL	CONSIGNEES OR AGENTS	DESTINATION	INTERESTED PARTIES
Altavracia	Landa	B. bk. 420	Dec. 13	N. Troncoso and Co.	Callao	
Altavracia	Landa	B. bk. 420	Dec. 13	N. Troncoso and Co.	Callao	
Altavracia	Landa	B. bk. 420	Dec. 13	N. Troncoso and Co.	Callao	
Altavracia	Landa	B. bk. 420	Dec. 13	N. Troncoso and Co.	Callao	
Altavracia	Landa	B. bk. 420	Dec. 13	N. Troncoso and Co.	Callao	
Altavracia	Landa	B. bk. 420	Dec. 13	N. Troncoso and Co.	Callao	
Altavracia	Landa	B. bk. 420	Dec. 13	N. Troncoso and Co.	Callao	
Altavracia	Landa	B. bk. 420	Dec. 13	N. Troncoso and Co.	Callao	
Altavracia	Landa	B. bk. 420	Dec. 13	N. Troncoso and Co.	Callao	
Altavracia	Landa	B. bk. 420	Dec. 13	N. Troncoso and Co.	Callao	

FUJCHAU.

SHIP'S NAME	CAPTAIN	FLAG & TONS	DATE OF ARRIVAL	CONSIGNEES OR AGENTS	DESTINATION	INTERESTED PARTIES
Anglo Sardin	Plummer	B. bk. 638	Jan. 24	Ang. Heard and Co.		
Anglo Sardin	Plummer	B. bk. 638	Jan. 24	Ang. Heard and Co.		
Anglo Sardin	Plummer	B. bk. 638	Jan. 24	Ang. Heard and Co.		
Anglo Sardin	Plummer	B. bk. 638	Jan. 24	Ang. Heard and Co.		
Anglo Sardin	Plummer	B. bk. 638	Jan. 24	Ang. Heard and Co.		
Anglo Sardin	Plummer	B. bk. 638	Jan. 24	Ang. Heard and Co.		
Anglo Sardin	Plummer	B. bk. 638	Jan. 24	Ang. Heard and Co.		
Anglo Sardin	Plummer	B. bk. 638	Jan. 24	Ang. Heard and Co.		
Anglo Sardin	Plummer	B. bk. 638	Jan. 24	Ang. Heard and Co.		
Anglo Sardin	Plummer	B. bk. 638	Jan. 24	Ang. Heard and Co.		

HONGKONG.

C. on Pedder's Wharf—W. on Pedder's Wharf—G. on Gibb's Wharf—W. on Westward of Gibb's Wharf—K. on Kowloon side.

SHIP'S NAME AND WHERE ANCHORED	CAPTAIN	FLAG & TONS	DATE OF ARRIVAL	CONSIGNEES OR AGENTS	DESTINATION	INTERESTED PARTIES
Achilles	Bull	B. bk. 279	Feb. 20	E. Schellhaas and Co.	Swallow, &c.	
Achilles	Bull	B. bk. 279	Feb. 20	E. Schellhaas and Co.	Swallow, &c.	
Achilles	Bull	B. bk. 279	Feb. 20	E. Schellhaas and Co.	Swallow, &c.	
Achilles	Bull	B. bk. 279	Feb. 20	E. Schellhaas and Co.	Swallow, &c.	
Achilles	Bull	B. bk. 279	Feb. 20	E. Schellhaas and Co.	Swallow, &c.	
Achilles	Bull	B. bk. 279	Feb. 20	E. Schellhaas and Co.	Swallow, &c.	
Achilles	Bull	B. bk. 279	Feb. 20	E. Schellhaas and Co.	Swallow, &c.	
Achilles	Bull	B. bk. 279	Feb. 20	E. Schellhaas and Co.	Swallow, &c.	
Achilles	Bull	B. bk. 279	Feb. 20	E. Schellhaas and Co.	Swallow, &c.	
Achilles	Bull	B. bk. 279	Feb. 20	E. Schellhaas and Co.	Swallow, &c.	

SHANGHAI.

SHIP'S NAME	CAPTAIN	FLAG & TONS	DATE OF ARRIVAL	CONSIGNEES OR AGENTS	DESTINATION	INTERESTED PARTIES
Adelina	Hodrichsen	B. bk. 135	Jan. 30	Master	Liverpool	Early
Adelina	Hodrichsen	B. bk. 135	Jan. 30	Master	Liverpool	Early
Adelina	Hodrichsen	B. bk. 135	Jan. 30	Master	Liverpool	Early
Adelina	Hodrichsen	B. bk. 135	Jan. 30	Master	Liverpool	Early
Adelina	Hodrichsen	B. bk. 135	Jan. 30	Master	Liverpool	Early
Adelina	Hodrichsen	B. bk. 135	Jan. 30	Master	Liverpool	Early
Adelina	Hodrichsen	B. bk. 135	Jan. 30	Master	Liverpool	Early
Adelina	Hodrichsen	B. bk. 135	Jan. 30	Master	Liverpool	Early
Adelina	Hodrichsen	B. bk. 135	Jan. 30	Master	Liverpool	Early
Adelina	Hodrichsen	B. bk. 135	Jan. 30	Master	Liverpool	Early

RIVER STEAMERS.

SHIP'S NAME	CAPTAIN	FLAG & TONS	DATE OF ARRIVAL	CONSIGNEES OR AGENTS	DESTINATION	INTERESTED PARTIES
Anglo Sardin	Plummer	B. bk. 638	Jan. 24	Ang. Heard and Co.		
Anglo Sardin	Plummer	B. bk. 638	Jan. 24	Ang. Heard and Co.		
Anglo Sardin	Plummer	B. bk. 638	Jan. 24	Ang. Heard and Co.		
Anglo Sardin	Plummer	B. bk. 638	Jan. 24	Ang. Heard and Co.		
Anglo Sardin	Plummer	B. bk. 638	Jan. 24	Ang. Heard and Co.		
Anglo Sardin	Plummer	B. bk. 638	Jan. 24	Ang. Heard and Co.		
Anglo Sardin	Plummer	B. bk. 638	Jan. 24	Ang. Heard and Co.		
Anglo Sardin	Plummer	B. bk. 638	Jan. 24	Ang. Heard and Co.		
Anglo Sardin	Plummer	B. bk. 638	Jan. 24	Ang. Heard and Co.		
Anglo Sardin	Plummer	B. bk. 638	Jan. 24	Ang. Heard and Co.		

RECEIVING SHIPS.

Vessel	At	Flag & Rtg.	Tons	Captain	Owners
Port William	Hongkong	B. bk. 1000	Altham	P. & O. S. N. Steam Co	
Port William	Hongkong	B. bk. 1000	Altham	P. & O. S. N. Steam Co	
Port William	Hongkong	B. bk. 1000	Altham	P. & O. S. N. Steam Co	
Port William	Hongkong	B. bk. 1000	Altham	P. & O. S. N. Steam Co	
Port William	Hongkong	B. bk. 1000	Altham	P. & O. S. N. Steam Co	
Port William	Hongkong	B. bk. 1000	Altham	P. & O. S. N. Steam Co	
Port William	Hongkong	B. bk. 1000	Altham	P. & O. S. N. Steam Co	
Port William	Hongkong	B. bk. 1000	Altham	P. & O. S. N. Steam Co	
Port William	Hongkong	B. bk. 1000	Altham	P. & O. S. N. Steam Co	
Port William	Hongkong	B. bk. 1000	Altham	P. & O. S. N. Steam Co	

EXPORT OF TEA AND RAW SILK TO GREAT BRITAIN.

SEASON 1865-66.—1st JUNE to 14th FEBRUARY, 1866.

CANTON.		SHANGHAI.	
June.	Tea lbs. Silk lbs.	June.	Tea lbs. Silk lbs.
Chalgrave.	299,600	June.	Tea lbs. Silk lbs.
Pakistan.	1,109,400	June.	Tea lbs. Silk lbs.
Behar.	2,883	June.	Tea lbs. Silk lbs.
Imperial.	4,986	June.	Tea lbs. Silk lbs.
Ottawa.	3,301	June.	Tea lbs. Silk lbs.
June.	4,715	June.	Tea lbs. Silk lbs.
June.	5,768	June.	Tea lbs. Silk lbs.
June.	1,087,000	June.	Tea lbs. Silk lbs.
June.	440,700	June.	Tea lbs. Silk lbs.
June.	4,235	June.	Tea lbs. Silk lbs.
June.	868,300	June.	Tea lbs. Silk lbs.
June.	692,700	June.	Tea lbs. Silk lbs.
June.	239,900	June.	Tea lbs. Silk lbs.
June.	4,230	June.	Tea lbs. Silk lbs.
June.	2,677	June.	Tea lbs. Silk lbs.
June.	3,921	June.	Tea lbs. Silk lbs.
June.	85,900	June.	Tea lbs. Silk lbs.
June.	657,000	June.	Tea lbs. Silk lbs.
June.	419,200	June.	Tea lbs. Silk lbs.
June.	2,643	June.	Tea lbs. Silk lbs.
June.	1,208	June.	Tea lbs. Silk lbs.
June.	3,210	June.	Tea lbs. Silk lbs.
June.	735	June.	Tea lbs. Silk lbs.
June.	607,100	June.	Tea lbs. Silk lbs.
June.	580,000	June.	Tea lbs. Silk lbs.
June.	419,500	June.	Tea lbs. Silk lbs.
June.	225,500	June.	Tea lbs. Silk lbs.
June.	1,594	June.	Tea lbs. Silk lbs.
June.	825,400	June.	Tea lbs. Silk lbs.
June.	857,900	June.	Tea lbs. Silk lbs.
June.	698,600	June.	Tea lbs. Silk lbs.
June.	647,000	June.	Tea lbs. Silk lbs.
June.	1,807	June.	Tea lbs. Silk lbs.
June.	1,369	June.	Tea lbs. Silk lbs.
June.	1,306	June.	Tea lbs. Silk lbs.
June.	1,109	June.	Tea lbs. Silk lbs.
June.	980	June.	Tea lbs. Silk lbs.
June.	1,263	June.	Tea lbs. Silk lbs.
June.	975,500	June.	Tea lbs. Silk lbs.
June.	1,415	June.	Tea lbs. Silk lbs.
June.	697	June.	Tea lbs. Silk lbs.
June.	579,000	June.	Tea lbs. Silk lbs.
June.	746	June.	Tea lbs. Silk lbs.
June.	207,800	June.	Tea lbs. Silk lbs.
June.	991,600	June.	Tea lbs. Silk lbs.
June.	104,900	June.	Tea lbs. Silk lbs.
June.	13,475,700	June.	Tea lbs. Silk lbs.
June.	53,827	June.	Tea lbs. Silk lbs.
June.	930,400	June.	Tea lbs. Silk lbs.
June.	1,031,300	June.	Tea lbs. Silk lbs.
June.	959,800	June.	Tea lbs. Silk lbs.
June.	649,500	June.	Tea lbs. Silk lbs.
June.	884,000	June.	Tea lbs. Silk lbs.
June.	1,086,800	June.	Tea lbs. Silk lbs.
June.	392,400	June.	Tea lbs. Silk lbs.
June.	860,400	June.	Tea lbs. Silk lbs.
June.	891,500	June.	Tea lbs. Silk lbs.
June.	707,700	June.	Tea lbs. Silk lbs.
June.	1,093,700	June.	Tea lbs. Silk lbs.
June.	262,100	June.	Tea lbs. Silk lbs.
June.	448,100	June.	Tea lbs. Silk lbs.
June.	851,000	June.	Tea lbs. Silk lbs.
June.	924,100	June.	Tea lbs. Silk lbs.
June.	924,100	June.	Tea lbs. Silk lbs.
June.	726,800	June.	Tea lbs. Silk lbs.
June.	666,700	June.	Tea lbs. Silk lbs.
June.	392,200	June.	Tea lbs. Silk lbs.
June.	724,700	June.	Tea lbs. Silk lbs.
June.	855,700	June.	Tea lbs. Silk lbs.
June.	1,048,700	June.	Tea lbs. Silk lbs.
June.	736,800	June.	Tea lbs. Silk lbs.
June.	623,700	June.	Tea lbs. Silk lbs.
June.	1,136,500	June.	Tea lbs. Silk lbs.
June.	1,328,200	June.	Tea lbs. Silk lbs.
June.	1,123,300	June.	Tea lbs. Silk lbs.
June.	650,500	June.	Tea lbs. Silk lbs.
June.	673,600	June.	Tea lbs. Silk lbs.
June.	547,000	June.	Tea lbs. Silk lbs.
June.	876,800	June.	Tea lbs. Silk lbs.
June.	1,085,100	June.	Tea lbs. Silk lbs.
June.	667,000	June.	Tea lbs. Silk lbs.
June.	1,153,300	June.	Tea lbs. Silk lbs.
June.	827,200	June.	Tea lbs. Silk lbs.
June.	521,900	June.	Tea lbs. Silk lbs.
June.	826,100	June.	Tea lbs. Silk lbs.
June.	1,132,800	June.	Tea lbs. Silk lbs.
June.	720,300	June.	Tea lbs. Silk lbs.
June.	1,266,600	June.	Tea lbs. Silk lbs.
June.	553,700	June.	Tea lbs. Silk lbs.
June.	1,462,200	June.	Tea lbs. Silk lbs.
June.	996,200	June.	Tea lbs. Silk lbs.
June.	673,100	June.	Tea lbs. Silk lbs.
June.	696,700	June.	Tea lbs. Silk lbs.
June.	1,067,000	June.	Tea lbs. Silk lbs.
June.	445,900	June.	Tea lbs. Silk lbs.
June.	1,103,000	June.	Tea lbs. Silk lbs.
June.	1,040,000	June.	Tea lbs. Silk lbs.
June.	44,880,400	June.	Tea lbs. Silk lbs.
June.	548,000	June.	Tea lbs. Silk lbs.
June.	23,258	June.	Tea lbs. Silk lbs.

AMOIY.

SHIP'S NAME	CAPTAIN	FLAG & TONS	DATE OF ARRIVAL	CONSIGNEES OR AGENTS	DESTINATION	INTERESTED PARTIES
Anglo Sardin	Plummer	B. bk. 638	Jan. 24	Ang. Heard and Co.		
Anglo Sardin	Plummer	B. bk. 638	Jan. 24	Ang. Heard and Co.		
Anglo Sardin	Plummer	B. bk. 638	Jan. 24	Ang. Heard and Co.		
Anglo Sardin	Plummer	B. bk. 638	Jan. 24	Ang. Heard and Co.		
Anglo Sardin	Plummer	B. bk. 638	Jan. 24	Ang. Heard and Co.		
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Anglo Sardin	Plummer	B. bk. 638	Jan. 24	Ang. Heard and Co.		
Anglo Sardin	Plummer	B. bk. 638	Jan. 24	Ang. Heard and Co.		

PRICE OF THE CHINA MAIL.

Weekly.—Per Annum, Fifteen Spanish Dollars; Six Months, Nine Dollars; Three Months, Five Dollars;—all payable in advance. Subscriptions will be considered as renewed, unless notice to the contrary be given a month before the expiry of the current term.

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AGENTS.—London, F. ALGAR, 11 Clement's Lane, Lombard Street. Situations, DROWN & Co. Amoy, GILS & Co. Fuhchau, A. D. DONA. Shanghai, H. FONG & Co. Manila, C. KARUTH & Co.

PRINTED AND PUBLISHED BY A. SHORTEDE & Co., No. 2 WYNDHAM STREET, HONGKONG.